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Regatta Day

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Our New Fall Goods
are beginning to arrive;
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later announcements

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5 Smoke Renown Cigar 5

**TELLS OF DISASTER
TO THE OREGON.****Capt. Wilde Describes
How His Ship Was
Stranded.****SHE STRUCK AN UNGUARDED REEF.****EVERY POSSIBLE PRECAUTION
TAKEN TO GUARD AGAINST
ACCIDENT.****Commander's Report Shows That
No Blame Can Be Attached to
Himself or Any of His
Officers.**

WASHINGTON, Sept. 3.—The navy department has just received by mail the official report of Captain Wilde of the battle ship Oregon of the circumstances attending the grounding of that ship in the Gulf of Pechili last June, and her successful salvage. The report goes to confirm the department's previously expressed conviction that the grounding was not in any respect attributable to fault on the part of Captain Wilde or any officer of the Oregon, who, in fact, appear to have exercised extraordinary precautions to guard against the accident. The repairs have been completed and the Oregon arrived yesterday at Woo Sung, where she is to form one of the international fleet to guard the transport service during the existence of the Chinese troubles.

Captain Wilde's report says: "The Oregon grounded upon an uncharted ledge in Pechili gulf at 3:05 p. m., June 28, 1900. The ledge has three and a half fathoms over its highest part. The chart showed at this place seventeen to eighteen fathoms. Previous to the grounding of the ship I received urgent orders from Hongkong, from the commander in chief, to proceed to Taku as soon as ready. This order was dated June 23d and was received the same afternoon. The Zafiro arrived at 4:10 p. m. on June 23d, and the moment men and stores were taken from her the Oregon went to sea, leaving Hongkong at 6:50 p. m. The weather was fine and clear until the 26th, when fog set in very thick. We slowed to half speed. At intervals the fog lifted and the ship was sent ahead full speed. Southeast Promontory light was sighted at 8:14 o'clock on the night of June 27th. Northeast Promontory light was not sighted, as the fog had again shut down. Neither was the fog signal heard. The ship was being 'headed' right along with patent sounding machine.

"Off Wei-hai-wei the fog lifted for a few moments just long enough for me to see the flashing light. That was the last absolute 'fix' I had. I judged myself to be off Chefoo by seeing some junks, which are generally seen off that port. A steamer also crossed our bow, evidently bound into Chefoo from Port Arthur. The fog settled down denser and denser. Sounded with patent lead every half hour. When my distance from Howki light had been run down to within ten miles I slowed to five knots and had lead men in both chains, also extra lookouts listening for any whistle echo from any islands, or to catch the sound of a gun from Howki light station. There were fully fifty men stretched along forward on both sides on lookout. Owing to the density of the fog I remained on the bridge night and day since the 28th. All hands, in fact, were constantly on the alert. The whistle was being constantly sounded, and as there was very light airs there was no reason why the light keepers should not have heard.

"I continued on, sounding constantly, until 1:45 p. m. on the 28th, when I began finding water from twelve to thirteen fathoms, when I had been getting right along to seventeen fathoms. This indicated something wrong, and, getting no response to blasts of the whistle, I anchored in seventeen fathoms of water. The fog was very dense. Two whaleboats sounded around the ship, but found no obstructions. About forty-five minutes after anchoring the fog suddenly lifted and Howki light-house was plainly seen, distant three and one-third miles. The chart showing clear water, I got under way at once, headed for Howki light. The fog shut down again very dense before I got my anchor, but, knowing my position and orders being urgent, and suspecting no danger, I started ahead with a starboard helm, when the vessel brought up with three distinct thumps. Not until then did the lightkeepers fire guns; they then fired two guns, according to rule.

"All water-tight doors were instantly closed. The engines were instantly stopped, but not reversed, as I feared she might sink if I backed into deep water. The sea was as smooth as a lake and I decided to wait and see if she took water, which she did rapidly in compartments A3, A4, A5, A33, A35, A38, B30, 13 magazine, 8 magazine and passing-room. At once got out and provisioned all boats; also armed and equipped the same. Got over the collision mat at once and at slack water sent a diver down and located the break. Another diver was procured, who located one long break, extending a distance of twenty-five feet on the port side forward. The current was running at great velocity; divers could only work for two hours at high and low water slack.

"Sent Lieutenant Leigh, navigator, to Chefoo on the passing French gun-boat Surprise to charter steamers to take ammunition, coal and stores, as the ship would have to be lightened to get rock out of the side of the ship or out of the bottom. Two steamers arrived from Chefoo on June 30th, which had been chartered by Commander Rogers, United States steamer Nashville.

"On July 1st, at 11:57 a. m., the ship floated and swung to her anchor, which had been laid out stern with a ten-inch hawser. The hawser parted, and in order to avoid sinking the chartered steamer could not avoid go-

ing aground a second time. The ship rests between two large boulders forward. The diver can see under the keel. She shows no signs of strains, as far as 'buts' or 'streaks' starting.

A subsequent report from Captain Wilde on the following day, July 5th, dated on board ship in the Gulf of Pechili, says that he has the pleasure to report that the ship floated off at 12:30 o'clock that morning while lightening. She was anchored in seventeen and one-half fathoms of water, two and a quarter miles south of Howki light, and the pumps were controlling the water. Wrecking steamers were with her, but the captain was able to report that no additional holes had been found by the divers since going ashore the first time.

The ship afterward went, as is already known, to Kure dock, where she was temporarily repaired.

NEWS OF THE TOWN

The steamer Kilmaes Hou, Captain McCallister, from Maui, arrived last evening.

Today the postoffice will be open between the hours of 8 and 9 a. m. only, it being a legal holiday.

The teachers' committee of the board of education will probably meet this morning, but the meeting of the board has been postponed until Monday morning.

Among the passengers on the Moana is G. E. Hall, the Turkish consul at San Francisco, who has been traveling in the Colonies and Samoa.

Miss Edna Hoffman of Buffalo, N. Y., arrived on the steamer China and will assume a responsible position in the New England bakery.

Bailey's Honolulu Cycles Co., King street, has bought the agency of the Cleveland bicycle, together with the present stock of the Honolulu Bicycle Co.

An attempt was made Thursday night to burglarize the I. X. L. store on Beretania street. The store was broken into, but the burglars did not succeed in finding any money.

Captain Freeman of the Wilder S. S. Co., Kinau, who has been confined to his room on account of trouble with his eyes, will be out and around again at his post next week. Dr. Wolters has been treating him.

The school department is at present ascertaining the capacity of the different school houses. Walkiki school has a capacity of sixty-eight, while but sixty-three are enrolled. Kamohihi has an enrollment of fifty-six.

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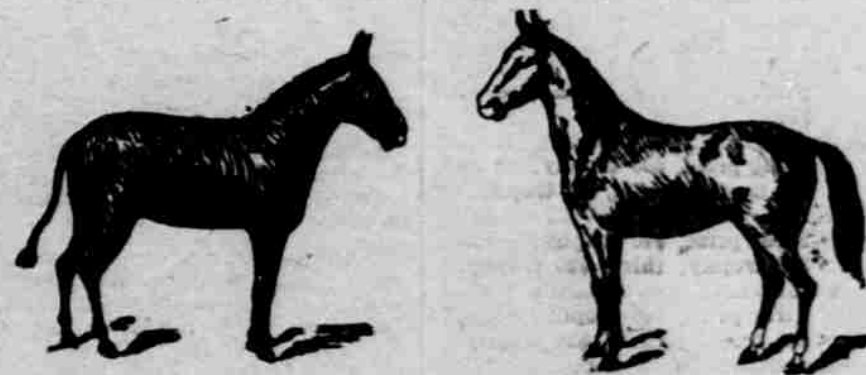
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Stylish Single and Double Harness, (with or without rubber trimmings).

Light and Heavy Harness, (for all purposes).

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